

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB13H

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF SILVERTON CODE# 061-72522

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 12 / 03

CONTACT: MARK WENDLING PHONE # (513) 936 - 6240 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 936-6247 E-MAIL M.wendling@cityofsilvertton.com

PROJECT NAME: SAMPSON LANE IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

☐ 1. County

☒ 2. City

☐ 3. Township

☐ 4. Village

☐ 5. Water/Sanitary District

(Section 6119 or 6117 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

☒ 1. Grant \$284,400.00

☐ 2. Loan \$

☐ 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

☒ 1. Road

☐ 2. Bridge/Culvert

☐ 3. Water Supply

☐ 4. Wastewater

☐ 5. Solid Waste

☐ 6. Stormwater

TOTAL PROJECT COST: \$ 316,000.00 FUNDING REQUESTED: \$ 284,400.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ _____ LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ 284,400 RATE: 0 % TERM: 20 yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☒ State Capital Improvement Program

☐ Local Transportation Improvements Program

☐ Small Government Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2003 SEP 18 PM 3:50

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

TOTAL DOLLARS FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$.00

Preliminary Design \$.00

Final Design \$.00

Bidding \$.00

Construction Phase \$.00

Additional Engineering Services

\$.00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$.00

c.) Construction Costs:

\$ 287,340.00

d.) Equipment Purchased Directly:

\$.00

e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)

\$.00

f.) Construction Contingencies:

\$ 28,660.00

g.) TOTAL ESTIMATED COSTS:

\$ 316,000.00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u> 31,600.00</u>	<u> 10%</u>
c.) Other Public Revenues	\$ <u> .00</u>	<u> </u>
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u> </u>	\$ <u> .00</u>	<u> </u>
 SUBTOTAL LOCAL RESOURCES:	 \$ <u> 31,600.00</u>	 <u> 10%</u>
d.) OPWC Funds		
1. Grant	\$ <u> 284,400.00</u>	<u> 90%</u>
2. Loan	\$ <u> .00</u>	<u> %</u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
 SUBTOTAL OPWC RESOURCES:	 \$ <u> 284,400.00</u>	 <u> 90%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 316,000.00</u>	<u> 100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: SAMPSON LANE IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Sampson Lane from Montgomery Road to the south terminus (see attached vicinity map) City of Silverton, Sycamore Township, Hamilton County, Ohio.

PROJECT ZIP CODE: 45236

B: PROJECT COMPONENTS:

Total curb and drive apron replacement. Catch basins will be repaired, replaced, and reconstructed to grade. New handicap curb ramps will be installed at intersections to meet ADA Requirements. Base repairs and pavement repairs done to the existing street. Plane the existing roadway full width, overlay with SAMI / Multi-seal surfacing interlayer, 2-1/2" asphalt concrete leveling and surface course, asphalt rejuvenating agent, and new pavement markings.

C: PHYSICAL DIMENSIONS:

From Montgomery Road south for 650', the street is 30' wide back to back of curb, then for 1,400' the road is 25' wide back to back of curb.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

The existing roadway dimensions and capacity will not be altered by this project.

Road or Bridge: Current ADT 2,162 Year: 2003 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ N/A Proposed Rate: \$ _____

Stormwater: Number of households served: N/A

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 316,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>02/02/04</u> 6-28-04	<u>06/25/04</u> 9-3-04
4.2 Bid Advertisement and Award:	<u>07/05/04</u> 10-4-04	<u>08/02/04</u> 10-29-04
4.3 Construction:	<u>09/06/04</u> 11-8-04	<u>11/19/04</u> 7-01-05
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 PROJECT OFFICIALS:

5.1 CHIEF EXECUTIVE OFFICER

TITLE Mr. Mark Wendling
STREET City Manager
City of Silverton
6860 Plainfield Road
CITY/ZIP City of Silverton, Ohio 45236
PHONE (513) 936-6240
FAX (513) 936-6247
E-MAIL M.wendling@cityofsilverton.com

5.2 CHIEF FINANCIAL OFFICER

TITLE Mr. Mark Wendling
STREET City Manager
City of Silverton
6860 Plainfield Road
CITY/ZIP City of Silverton, Ohio 45236
PHONE (513) 936-6240
FAX (513) 936-6247
E-MAIL M.wendling@cityofsilverton.com

5.3 PROJECT MANAGER

TITLE Mr. David M. Emerick, P.E.
STREET City Engineer
CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936
E-MAIL Dmerick@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Mark Wendling, City Manager

Certifying Representative (Type or Print Name and Title)

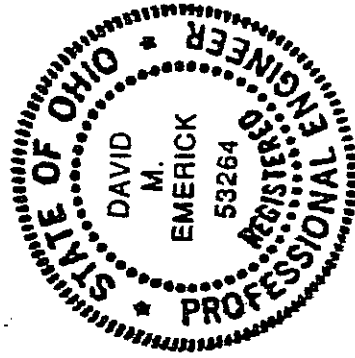
Mark Wendling 9/12/03

Original Signature/Date Signed

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE SAMPSON LANE IMPROVEMENTS WILL BE 20 YEARS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

David M. Emerick 9/16/03
David M. Emerick, P.E. #53264 Date



CDS Associates, Inc.

PROJECT: SAMPSON ROAD IMPROVEMENTS
CITY OF SILVERTON, OHIO

DATE: 9/4/2003

Project : 2003014-008

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	201	CLEARING AND GRUBBING	1	LS	\$5,000.00	\$5,000.00
2	253	PAVEMENT REPAIR	500	SY	\$40.00	\$20,000.00
3	254	PAVEMENT PLANING	5,900	SY	\$2.00	\$11,800.00
4	301	301-M ASPHALT CONCRETE LEVELING COURSE - (1")	215	CY	\$80.00	\$17,200.00
5	448	ASPHALT CONCRETE SURFACE COURSE - (1-1/4")	260	CY	\$85.00	\$22,100.00
6	448	SAMI / MULTI-SEAL SURFACE INTERLAYER	5,900	SY	\$2.75	\$16,225.00
7	448	ASPHALT REJUVENATING AGENT	5,900	SY	\$0.75	\$4,425.00
8	452	DRIVE APRONS	8,200	SF	\$6.00	\$49,200.00
9	407	TACK COAT	590	GAL	\$1.00	\$590.00
10	603	STORM SEWER PIPE	50	LF	\$100.00	\$5,000.00
11	604	MANHOLE ADJUSTED TO GRADE	16	EA	\$250.00	\$4,000.00
12	604	CATCH BASIN RECONSTRUCTED TO GRADE	5	EA	\$750.00	\$3,750.00
13	604	NEW CATCH BASIN	9	EA	\$2,000.00	\$18,000.00
14	608	CONCRETE WALK	640	SF	\$5.00	\$3,200.00
15	608	CURB RAMP	8	EA	\$250.00	\$2,000.00
16	609	CONCRETE CURB	4,300	LF	\$22.00	\$94,600.00
17	614	MAINTAINING TRAFFIC	1	LS	\$10,000.00	\$10,000.00

discs

Page 2 of 2

The City of
Silverton

6860 PLAINFIELD ROAD
SILVERTON, OHIO 45236

BUSINESS: 513-936-6240
FAX: 513-936-6247

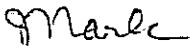
July 13, 2004

Mr. Joe Cottrill
Hamilton County Engineer's Office
10480 Burlington Road
Cincinnati, OH 45231

Dear Joe:

The City of Silverton is appreciative of the Engineer's Office offer of a loan for reconstruction of Sampson Lane. The loan for this project will be re-paid out of the Sampson Lane Fund. Please let me know if you have any further questions.

Sincerely,



Mark T. Wendling
City Manager



The City of Silverton

6860 PLAINFIELD ROAD
SILVERTON, OHIO 45236

BUSINESS: 513-936-6240
FAX: 513-936-6247

September 18, 2003

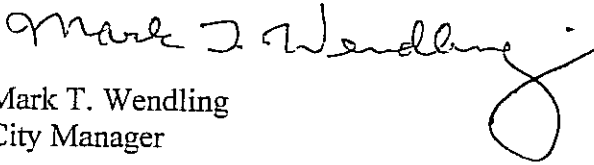
RE: Sampson Lane – Certification of Funds

To Whom It May Concern:

This is to certify that \$31,600.00, representing the local match for the above referenced project, will be available from the City of Silverton Road Fund on or before the dates listed for construction in Section 4.0 of the Application for Financial Assistance.

Please contact me if you have any further questions regarding the City of Silverton local commitment.

Sincerely,



Mark T. Wendling
City Manager

Cc: File

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

David M. Emerick 8-29-03

David M. Emerick, P.E.
City Engineer

Date



RESOLUTION NO. 03-413

**A RESOLUTION AUTHORIZING THE CITY MANAGER
TO SUBMIT APPLICATION TO
AND ENTER INTO CONTRACT
WITH THE OHIO PUBLIC WORKS COMMISSION
FOR STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FUNDS
AND DECLARING AN EMERGENCY**

WHEREAS: The Ohio Public Works Commission has created the State Capital Improvement Program (SCIP) whereby municipalities can apply for funds to undertake capital improvements; and

WHEREAS: The City of Silverton desires to make improvements to Sampson Lane and the Culvert at 6722 Montgomery Road due to their deteriorated conditions; and

WHEREAS: SCIP funds are available to help pay for said improvements to Sampson Lane and the Culvert at 6722 Montgomery Road.

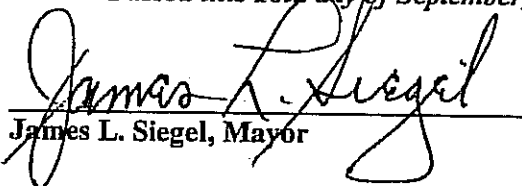
NOW THEREFORE BE IT RESOLVED by the Council of the City of Silverton, that:

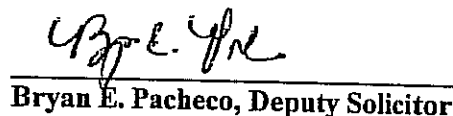
SECTION I. The City Manager is hereby authorized to submit to the Ohio Public Works Commission application for 2004 SCIP funding of the Sampson Lane and Culvert at 6722 Montgomery Road projects.

SECTION II. The City Manager is further authorized to enter into contract with the Ohio Public Works Commission for the funding of the aforesaid projects should SCIP funding be provided for the projects.

SECTION III. This Resolution is declared to be an emergency measure necessary for the immediate preservation of the public peace, health, safety and welfare, of the citizens of the City of Silverton, and shall take effect and be in force from and after its passage and approval; the reason for the emergency being the application submission deadline for such funds to fund the Sampson Lane and Culvert at 6722 Montgomery Road projects is September 19, 2003.

Passed this 18th day of September, 2003.


James L. Siegel, Mayor


Bryan E. Pacheco, Deputy Solicitor

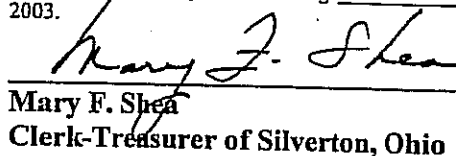
ATTEST:


Mark T. Wendling, City Manager

Approved as to form:

CERTIFICATION:

I, Mary F. Shea, Clerk-Treasurer of the City of Silverton, County of Hamilton, State of Ohio; do hereby certify that there is no newspaper published in said municipality and that publication of the foregoing Resolution No. 02-393 has been duly made by posting true copies in five (5) of the most public places in said municipality, as determined by Council as follows: 1) Tamworth Circle & Plainfield Road; 2) Parkview Lane at Railroad; 3) Blue Ash Road & Plainfield Road; 4) Silverton Municipal Building; and 5) Silverton Playfield Entrance & Montgomery Road. Said posting was for a period of fifteen days commencing 2003.


Mary F. Shea
Clerk-Treasurer of Silverton, Ohio

FUND	12/31/01 BALANCE	RECEIPTS	DISBURSEMENTS	ADJUSTMENT INCREASE	ADJUSTMENT DECREASE	12/31/02 BALANCE
110 GENERAL FUND	401,425.76	2,088,302.57	2,003,111.98	1 15,676.33	2 220,677.66	371,783.93
	445,000.00			3 12,206.74	5 306,800.19	445,000.00
	2,500.00			4 11,415.11		816,783.93
	848,925.76			5 340,311.72		
				6 9,044.23		
				7 21,491.30		
215 PLAINFIELD TRAFFIC LIGHTS	0.00					0.00
216 ENTRY OF FORFEITURE	179.10					179.10
217 DRUG OFFENDER	681.15	1,245.00	1,530.00	5		396.15
218 FIRE FUND	0.00		336.76	2 12,125.90	5 51,789.14	0.00
				5 40,000.00		
221 SECTION RD.	4,770.75	11,000.00	3,250.00	2	5 11,000.00	1,520.75
222 FIRE HYDRANT				5 235,934.29	5 235,934.29	0.00
201 STREET MAINTENANCE	112,722.20	186,936.91	202,890.06	1 1,376.95	3 12,206.74	56,497.93
				5 83.07	4 11,105.28	
				2 45,000.00	5 41,927.82	
					7 21,491.30	
211 PLACID PLACE	0.00					0.00
212 STREET SCAPING	3,417.16					3,417.16
213 PLAINFIELD/ BLUE ASH RD.	0.00					0.00
403 BELKENTON	0.00	100.00		2 20,000.00	5 118,377.00	100.00
				5 98,377.00		
208 MAYOR'S COURT	23,882.75	9,280.00	825.41		5 1,817.50	30,519.84
404 ELWYNNE DR<	0.00			5	5	0.00
202 STATE HIGHWAY	39,013.54	10,012.84	11,607.27	1 576.07	4 309.83	37,673.47
					5 11.88	
220 STEWART RD.	80,479.96		88,020.46	2 7,540.50	5 4,508.00	0.00
				5 4,508.00		
204 PARK IMPROVEMENT	3,508.51					3,508.51
406 CAPITAL IMPROVEMENT	63,645.58		14,813.01	2 58,000.00	5 8,032.15	98,800.42
501 DEBT RETIREMENT	2,421.00					2,421.00
240 POOLED INVESTMENT	0.00					0.00
250 CONTINGENCY RESERVE	41,310.99		3,843.12	2 25,000.00		62,467.87
418 FIRE DISTRICT	908.93		53,011.26	2 53,011.26	5	908.93
407 HIGH/ALTA OPWC	0.00			5 208,969.21	5 208,969.21	0.00
420 STEWART OPWC	0.00			5 214,904.19	5 214,904.19	0.00
TOTAL	1,225,867.38	2,306,877.32	2,383,239.33	1,435,551.87	1,469,862.18	1,115,195.06

Weather :
 Counted by: Ehim, Srit
 Board # : 07398
 Other :

CDS & Associates, Inc.,
 11120 Kenwood Rd.
 Cincinnati, Ohio 45242
 (513) 791-1700

Site Code : 200301400800
 Start Date: 08/27/2003
 File I.D. : H:\TRAFFIC\TA

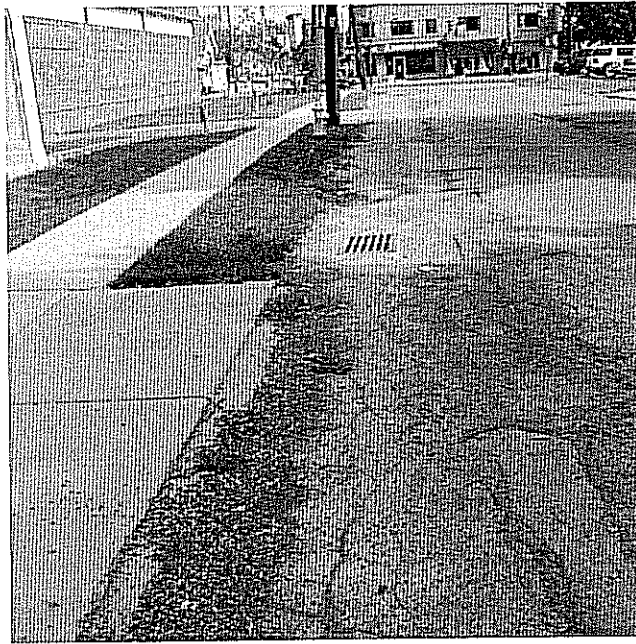
Street name :Sampson Rd. Cross street:South of Montgomery Rd.

Page : 1

Begin Time	NB		SB		Combined			
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 08/27	1	8	2	38	3	46		
12:15	0	4	1	29	1	33		
12:30	0	6	2	27	2	33		
12:45	1	19	1	32	2	51	163	
01:00	1	12	1	29	2	41		
01:15	0	10	2	31	2	41		
01:30	0	5	0	33	0	38		
01:45	0	9	0	29	0	38	158	
02:00	2	7	0	33	2	40		
02:15	2	9	1	34	3	43		
02:30	0	9	0	25	0	34		
02:45	2	1	0	26	2	27	144	
03:00	0	14	0	34	0	48		
03:15	1	15	0	24	1	39		
03:30	0	7	2	34	2	41		
03:45	0	17	4	38	4	55	183	
04:00	0	15	1	21	1	36		
04:15	1	14	0	36	1	50		
04:30	0	13	2	35	2	48		
04:45	1	11	1	46	2	57	191	
05:00	2	12	1	30	3	42		
05:15	1	13	3	41	4	54		
05:30	5	12	5	26	10	38		
05:45	4	9	3	23	7	32	166	
06:00	5	6	5	21	10	27		
06:15	5	12	5	16	10	28		
06:30	8	9	10	22	18	31		
06:45	9	9	15	14	24	23	109	
07:00	9	10	19	13	28	23		
07:15	14	9	31	14	45	23		
07:30	8	5	22	16	30	21		
07:45	9	4	26	17	35	21	88	
08:00	13	5	27	16	40	21		
08:15	10	8	23	5	33	13		
08:30	8	9	22	12	30	21		
08:45	10	5	21	7	31	12	67	
09:00	7	8	21	11	28	19		
09:15	6	1	24	10	30	11		
09:30	7	5	35	6	42	11		
09:45	12	1	21	9	33	10	51	
10:00	10	4	30	3	40	7		
10:15	11	3	22	3	33	6		
10:30	8	4	29	5	37	9		
10:45	10	4	20	4	30	8	30	
11:00	11	2	25	2	36	4		
11:15	4	3	23	1	27	4		
11:30	10	1	30	0	40	1		
11:45	10	4	23	0	33	4	13	
Totals	238	382	561	981	799	1363		
Day Totals		620		1542		2162		
Split %	29.7%	28.0%	70.2%	71.9%				

Peak Hour	07:15	03:45	09:15	04:30	07:15	04:30
Volume	44	59	110	152	150	201
P.H.F.	.78	.86	.78	.82	.83	.88

**SAMPSON LANE
CITY OF SILVERTON**



Along the West Side of the road, just South of Montgomery Road, there is very little or no existing curb to control drainage. Also the existing asphalt pavement is very badly cracked and deteriorated.



The existing asphalt pavement between Montgomery Road and St. James Avenue is very badly cracked and deteriorated. There is very little or no existing curb along the East Side of the road to control drainage. The existing asphalt and concrete curb along the West Side is badly cracked and deteriorated.

**SAMPSON LANE
CITY OF SILVERTON**



Along the East Side of the road, between St. James Avenue and Oak Avenue, the existing concrete curb is very badly cracked and deteriorated.

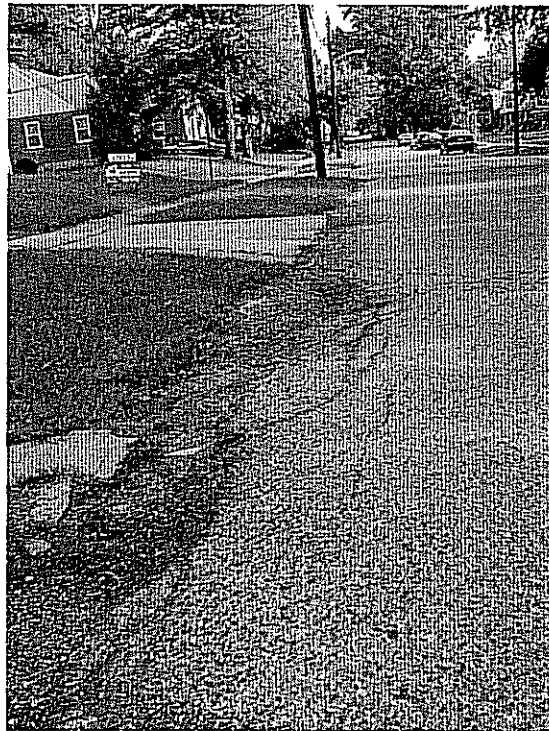


Between St. James Avenue and Oak Avenue, the existing asphalt pavement is very badly cracked and deteriorated. Also the existing concrete curb is very badly cracked, deteriorated, and non-existent at certain locations.

**SAMPSON LANE
CITY OF SILVERTON**



Handicap curb ramps need to be constructed at the intersections to meet ADA requirements.



Along the West Side of the road, just south of Oak Avenue, there is very little or no existing curb to control drainage. Also the existing asphalt pavement is badly cracked and deteriorated.

**SAMPSON LANE
CITY OF SILVERTON**



Just south of Oak Avenue, the joints in the existing concrete slabs have failed, causing the asphalt overlay to heave up across the roadway.

**SAMPSON LANE
CITY OF SILVERTON**



The existing inlets are deteriorated and failing.



ADDITIONAL SUPPORT INFORMATION

For Program Year 2004 (July 1, 2004 through June 30, 2005), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Concrete curb is badly deteriorated and non-existent in some locations. Catch basins are failing due to age. Most of the intersections do not have handicap curb ramps and therefore, are not accessible. The asphalt pavement over the concrete street is badly cracked and deteriorated.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed roadway work will prevent further pavement and concrete curb deterioration and provide better drainage for the street. The installation of handicap curb ramps at the intersections will make the existing sidewalk more accessible.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed improvements will provide improved serviceability, rideability and safer emergency vehicle access.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Sampson Lane Improvements

Priority 2 Montgomery Road Culvert Rehabilitation

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

None

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

None

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The improvements will provide for safer conditions for vehicles after pavement repairs have been made

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS NA Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 2

- a.) Are preliminary plans or engineering completed? Yes _____ No x N/A _____
- b.) Are detailed construction plans completed? Yes _____ No x N/A _____
- c.) Are all utility coordination's completed? Yes _____ No x N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A x

If no, how many parcels needed for project? 0 Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

- e.) Give an estimate of time needed to complete any item above not yet completed. 2 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The planned improvements will mainly impact the residents and employees of Silverton. Sampson Lane provides access to the local post office facility.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A x

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 2,162 x 1.20 = 2,594 Users

Water / Sewer: Homes _____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5.00 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>Hamilton Co. License Tax by agreement</u>
Infrastructure Levy	<u>NO</u>	Specify type _____
Facility Users Fee	<u>YES</u>	Specify type <u>Park Facilities, including Pavilions, Ball Fields</u>
Dedicated Tax	<u>NO</u>	Specify type _____
Other Fee, Levy or Tax	<u>YES</u>	Specify type <u>Fire District Levy, Brush / Leaf Collections, Waste Collection, Administrative Fee for Development Review</u>

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2004
ROUND 18

Name of Jurisdiction: CITY OF SILVERTON

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>SAMPSON LANE IMPROVEMENTS</u>
2	<u>MONTGOMERY ROAD CULVERT REHABILITATION</u>
3	<u></u>
4	<u></u>
5	<u></u>

SCIP/LTIP PROGRAM
ROUND 18 - PROGRAM YEAR 2004
PROJECT SELECTION CRITERIA
JULY 1, 2004 TO JUNE 30, 2005

43

NAME OF APPLICANT: CITY OF SILVERTON
NAME OF PROJECT: SAMPSON LANE IMPROVEMENTS
RATING TEAM: 4

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- ☒ 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

CONSIDERABLE FULL DEPT
REPAIRS NEEDED BL
VINT LITTLE COULDN'T
SALVAGE BASED ON 17'
JOINT SPACING
FITS DISCREPANCY
FOR FULL PAVEMENT
2'2" JOINT

Appeal Score

17

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- ☒ 0 - No measurable impact

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- ☒ 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

1

Appeal Score

5) Will the completed project generate user fees or assessments? Appeal Score
10 - No
0 - Yes

6) Economic Growth – How the completed project will enhance economic growth (See definitions). Appeal Score
10 - The project will directly secure significant new employment
7 - The project will directly secure new employment
5 - The project will secure new employment
3 - The project will permit more development
10 - The project will not impact development

7) Matching Funds - LOCAL
10 - This project is a loan or credit enhancement
10 - 50% or higher
8 - 40% to 49.99%
6 - 30% to 39.99%
4 - 20% to 29.99%
2 10% to 19.99%
0 - Less than 10%

10%

8) Matching Funds - OTHER
10 - 50% or higher
8 - 40% to 49.99%
6 - 30% to 39.99%
4 - 20% to 29.99%
2 - 10% to 19.99%
1 - 1% to 9.99%
0 - Less than 1%

0%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions) Appeal Score
10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects) 8.0 7/04
5 Will be under contract by December 31, 2004 and no delinquent projects in Rounds 15 & 16
3 - Will be under contract by March 31, 2005 and/or one delinquent project in Rounds 15 & 16
0 - Will not be under contract by March 31, 2005 and/or more than one delinquent project in Rounds 15 & 16

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions) Appeal Score
10 - Major impact
8 -
6 - Moderate impact
4 -
2 Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

☒ 8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

☒ 2 - 3,999 and under

2594

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

☒ 3 - One of the above

0 - None of the above

STATE FACILITY USER FEE
& FIRE LEVY
DO NOT APPLY TO THIS PROJECT.

13

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Note: the District 2 Integrating Committee adopted this rating system on May 2, 2003.